





## INTIMATION.

A. S. WATSON & CO.,  
LIMITED.

IMPORTERS OF HIGH-CLASS

## SHERRIES.

- B. SUPERIOR PALE DRY, Good  
Dinner Wine, Green Seal Capsule \$10.00
- C. MANZANILLA PALE  
NATURAL SHERRY, White  
Capsule " " " " 12.00
- CC. SUPERIOR OLD PALE  
DRY, NATURAL SHERRY.  
Red Seal Capsule " " " " 12.00
- D. VERY SUPERIOR OLD PALE  
DRY, CHOICE OLD WINE.  
White Seal Capsule " " " " 14.40
- E. EXTRA SUPERIOR OLD  
PALE DRY, VERY FINEST  
QUALITY (Old Bottled), Black  
Seal Capsule " " " " 20.40

B, C and CC are excellent dinner Wines.  
D and E are after-dinner Wines of a very  
superior vintage. ALL ARE GUARAN-  
TEED PURE XERES WINES.

We guarantee our Wines and Spirits to be  
genuine only when bought direct from us  
in the Colony or from our authorised  
Agents at the Coast Ports.

A. S. WATSON & CO.  
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

## DEATH.

On the 12th July, at Tokyo, YAMASAKI  
WATARU, Director of the Mitsui Bussan Kaisha,  
aged about 50 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD, CL  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 19th July, 1901

The statement made by the Brussels cor-  
respondent of the London *Standard*, to the  
effect that a syndicate of Belgian, French,  
and Russian capitalists is being formed for  
the purpose of constructing railways in  
China hardly sounds new, for, as a matter  
of belief, if not of actual fact, it is generally  
allowed that Russia and France have had a  
hand in the Belgian Railway Syndicate all  
along. That the capital of the syndicate  
will be one thousand million (1,000,000,000)  
francs is, however, a new fact that is worthy  
of note by all interested in the advancement  
of China commercially. It is clear that a  
great effort is being made by the Franco-  
Russian Alliance to secure a predominant  
voice in China by every means within their  
power. Politically Russia is striving with  
all her might to obtain complete ascendancy  
in Manchuria, and that she should be  
surrendering Talienshan and intends to make  
Vladivostok the terminus of the Trans-  
Siberian Railway, in no way indicates that  
these efforts are being relaxed. Talienshan  
is to be abandoned simply because it has  
disappointed expectations, and the selec-  
tion of Vladivostok as the terminus of  
the great railway is no doubt a measure of  
precaution, so that communication may not  
be so readily closed with the coast by an  
enemy in case of hostilities. Moreover, it  
is known that these concessions to Chinese  
sentiment are to be paid for by other  
concessions, which will probably be found  
to possess substantial value. In the south  
and on the west, France is pertinaciously  
pushing her supposed interests, by deciding  
to spend a vast sum in constructing a rail-  
way from Loosay in Indo-China to Yunnan-  
fu; by placing gunboats on the Canton and  
West Rivers; by seeking to establish French  
interests in Canton (including the opening  
of a Post Office there); and by endeavouring  
to develop trade at Kwangchow. We do  
not say that these are not legitimate  
aspirations, so long as they are confined to  
the development of trade, but unfortunately  
there is always a suspicion of political  
motives lurking behind. Great Britain  
could have no possible objection to France  
developing a valuable trade with the  
southern provinces of China, but she must  
always regard with hostility any attempt

to secure political influence with a view to  
establishing a protectorate over Kwang-  
tung. The British Government have never  
sought this for themselves, although the  
colony of Hongkong has grown up at  
the mouth of the Canton river and  
represents the toil and endeavour of more  
than half a century of successful  
trade and enterprise. It would be sheer  
folly on the part of France to seek to estab-  
lish overlordship in Kwangtung, for this  
would mean the ruin of British trade in  
China, and would be resisted with all the  
might of British arms. Why, therefore, our  
French friends will persist in trying to reap  
where they have not sown is to us a source  
of wonder and perplexity. The same energy  
devoted to the development of Indo-China  
would probably, if accompanied by a  
liberal fiscal policy, result in the attain-  
ment by that colony of a high degree of  
prosperity. But the French Government, in  
their overweening anxiety to afford protection  
to French manufactures, hedge trade about  
with such high tariffs that it distorts from  
its natural position. The colonists suffer, the natives  
suffer, the Government does not gain, and the  
foreign countries are estranged by this  
illiberal policy. A large army and navy  
have to be maintained to protect a commerce  
which was blighted at its birth, and the  
home Government have to furnish funds to  
assist to carry on a administration. Such  
is the result of the French Colonial policy, and  
it is not to be wondered at, therefore, that  
all their efforts to widen the area under the  
tricolour are regarded with an utter lack of  
sympathy if not with downright distrust or  
hostility.

It is to be feared that the movement now  
on foot to obtain rights for the construction  
of railways will be regarded with equal  
coldness and aloofness by other Powers.  
No one is desirous of seeing the colours of  
France and Russia floating over any conces-  
sion in China, on account of the selfish  
attempts made to secure monopolies for  
these Powers. So far as the actual benefits  
resulting from such concessions are con-  
cerned, no one need grudge any syndicate  
what they can get out of them, and it would  
matter little, perhaps, by whom the railways  
were made so long as they were introduced  
into the Central Kingdom. The main  
objection to these monopolies being obtained  
by the Powers named is the political  
account they would seek to make by it. If  
French and Russian capital is employed  
in this manner it will be the part of the  
other Treaty Powers to see that Chinese  
sovereign rights are respected, but it is  
obvious that the seeds of serious complica-  
tions may easily be sown while these rail-  
ways are being laid. The best thing, were  
it practicable, would of course be to lend  
China the money, and let her make her  
own railways, under foreign supervision.  
Foreign investors would not, however,  
consent to advance money for such a  
purpose upon such terms; therefore that  
proposal is not within the scope of practical  
politics. Perhaps the most satisfactory  
arrangement would be for the capitalists of  
all the Great Powers to meet and agree  
upon their plan of action, each under-  
taking the construction of some main line  
within their sphere of influence. This has  
been done to a certain extent already. Russia  
is making the Manchurian Railway and  
contemplates connection between her own  
Central Asian Railway and the line to Pe-  
king; Germany is constructing those in Shan-  
tung; France is projecting one into Yunnan;  
none of which have been opposed by England.  
It should now be the turn of the latter to  
claim her right to lay a main line, and this  
should most certainly embrace the country  
lying between Hankow and Kowloon, via  
Canton—which we believe has been conceded  
to an Anglo-American Syndicate—and also  
any railways contemplated in the Yangtze  
Valley region.

Yesterday the British transport *Hinda*, the  
hospital ship *Carthage*, and the German gun-  
boat *Itle* arrived from Yaku, Calcutta and  
Tientsin respectively. The British transports  
*Clanewing* and *Rajah* left for Calcutta.

Those of our readers who have a liking for  
turtle will have ample opportunity to-night to  
gratify their penchant at the Kewlson Hotel,  
where, as will be seen in another column, Mr.  
Osborne, the genial proprietor, will provide a  
turtle dinner, to be followed by a turtle tiffin  
on Saturday.

A Newchwang telegram of the 11th inst. to  
the *N. C. Daily News* says—Colonel Powell,  
who was arrested by the Russians between  
Munkden and Tieling in Manchuria, is very  
reticent about his adventures. He leaves  
Newchwang to-day in the *N. Y. K. s.s. Sendai*  
Mura for Nagasaki. The Russians deny that  
he was arrested.

Two fresh cases of plague and two deaths  
(Chinese) were reported during the 24 hours  
ending at noon yesterday. Mr. J. Meek,  
manager, Messrs. G. Falgout & Co., who was  
admitted to Kennedy Town Hospital about  
nine weeks ago suffering from plague, has now  
completely recovered, and will, we hear, be  
discharged to-day. Mr. Meek's attack was an  
exceptionally severe one, and left him very weak.  
It is only within the past week or so that he has  
been able to walk.

Lieut. General Robert Stevenson Mosley,  
Bengal Staff Corps (retired), died at Ealing  
on the 16th ult., aged 73. He served in China  
and was present at the engagement of January  
8, 1859, when the battery and village of Shek-  
tung were captured, for which services he  
received the medal.

The Sanman Bay affair, according to the  
*Universal Gazette*, has at last been arranged by  
Viceroy Li Hung-chang with the representative  
of the Power which is credited with having  
designed upon the place. It is not yet known  
what are the so-called "arrangements," but it  
seems that Viceroy Li Hung-chang has recently  
wired to the Chekiang provincial authorities at  
Hangchow assuring them that "the acute part  
of the crisis had passed and that nothing  
unusual need be anticipated from foreign  
quarters."

M. Michelot, Inspector of the Banque de  
l'Indo-Chine, is in Shanghai. The *Echo de*  
*China* says that his visit to China is not solely  
concerned with the affairs of the Bank. M.  
Michelot is charged with Peking with a financial  
mission which is connected with the indemnity  
claimed by the Peking-Hankow Railway Com-  
pany, on account of the damage caused by the  
war to the works of the line. This financial  
mission is parallel to the technical mission with  
which the Chief Engineer Bousignies is charged.

Ever since it has become known that the  
antiquated and useless Tsungli Yamen is to be  
abolished in favour of something on a more  
modern basis, says the *N. C. Daily News*, there  
have been many guesses as to who would be  
appointed as the first President and Vice-  
Presidents of the new Ministry, a number of  
names having been off and on, tentatively  
published as prospective members of the new  
Foreign Office. The *Universal Gazette* now  
publishes the latest prospective Presidents,  
namely, Wang Wai-shao, and Chiu Hung-chi,  
President of the Board of Works.

A Calcutta telegram of the 4th inst. says—  
"The Roman Catholic Archbishop Gonthals  
died this morning. He had been ill for several  
weeks. He was a Count in his own right, and  
heir to immense wealth which he devoted un-  
flinchingly to Catholic objects, educational ones  
in particular. The cause of death was heart  
failure, during an acute attack of fever. The  
funeral takes place this evening at Moorfields  
Cathedral." Archbishop Gonthals, who was a  
Belgian Jesuit, was 70 years of age. His library  
was one of the finest in the East, and contained  
many rare and costly books.

The *New York Tribune* says: "The Chinese  
in the United States are preparing an organized  
fight to obtain the absolute repeal of the Chinese  
Exclusion Act. A powerful organization has  
been formed by Chinese merchants at New  
York, and the movement is expected to spread  
to the cities in which there is a large Chinese  
population. A memorial is to be presented to  
the next Congress asking for a repeal of the  
Act on the ground of unfairness, and as a sort  
of reciprocity in return for the opening of  
Chinese ports, and urging that Chinese  
immigrants shall be granted as good a footing  
as Japanese."

Writing to the Prime Minister of the  
Australian Commonwealth, General Gascoke  
says that he cannot speak too strongly of the  
usefulness of the Australian naval contingents.  
"The Victorians were the mainstay of the  
British garrison of Tientsin, and were practi-  
cally the nucleus of the police force of the  
British concession, in which the maintenance  
of good order was of the utmost importance.  
They also did good service in the field during  
the Peking expedition of October last. The  
New South Wales contingent has been  
more immediately under my eye at Peking,  
and it has been a source of great satisfaction  
to me to have had so efficient and reliable a  
force at headquarters." Sir Alfred adds that  
an excellent political effect has been produced  
by the appearance on so remote a stage as  
North China of these fine contingents.

On the 8th inst. an enquiry was held on board  
H.M.S. *Terrible* into the death of a stoker  
named Robert Campbell, who was drowned  
while bathing from the ship's side in Kobe  
harbour on the previous day. Campbell was  
not a swimmer, and was therefore not supposed  
to venture in unattended. He did so, however,  
and had only taken a few strokes when he  
suddenly fell. Another stoker named  
Plover went to his assistance, but was unable  
to keep the drowning man up. Both were  
sinking, and the ship's boat arrived just in time  
to drag Plover in over the gunwale. He had  
retained hold of Campbell's ear, but the jerk  
when he was hauled out of the water caused  
him to loosen his hold, and Campbell at once  
sank. No trace of his body had been found  
when the last mail left Japan. Heart-failure  
is supposed to be responsible for the fatality.

Mr. Allan Maclean Skinner, C.M.G., late of  
the Straits Settlements Civil Service, and  
Consul for the Siam States, died on the 16th  
ult. at his residence, Harlandrise, Barton-fields,  
Canterbury, at the age of 55 years. He was  
born at Brighton in 1846, and was a son of Sir  
Allan Maclean Skinner, Q.C., Recorder of  
Windsor. He was called to the Bar in 1867,  
first appointed a cadet in the Straits Settlements  
service in 1868, passing through various  
grades and appointments in the Colony. He  
was a member of the Council of the Straits  
Settlements in 1881. He attained the rank of  
Resident Councillor of Penang in 1887, and  
that of Consul for the Siam States of Kedah,  
Satun, Potos, Ghirri, Junk-Ceylon, Kephah,  
Rauang and Kra in the following year. In  
1891 he received the C.M.G. for services  
rendered. Mr. Skinner retired January, 1897,  
and returned to England, since which time he  
has resided at Canterbury. He had been in  
delicate health for a long time, but the end  
came somewhat unexpectedly.

Mr. A. Leo Ahlo, a member of the Chinese  
Reform Party, who has been at Trinity Hall,  
Cambridge, has taken his B.A. degree, and is  
about to return to Honolulu.

In Lower Laos a rebellion has broken out  
against the French authorities, arising from  
the imposition of the fresh taxation. The  
rebels mainly object to the poll-tax.

By order of the German Emperor, the  
squadron under the command of Prince Henry  
of Prussia has proceeded to Cadiz to meet the  
German ironclad division returning from  
China.

Lord Cranborne, in reply to a question in  
the House of Commons at the beginning of  
the month, said: "We are without detailed  
information regarding the character of the  
Tibetan Mission and have not addressed any  
communication to Russia on the subject."

Sir Thomas Lipton, it appears, is not evan-  
gelist to an ocean yacht race. The *New York Journal*  
on the 16th ult. published an interview with  
Sir Thomas, called from London, on the pro-  
posed race. Sir Thomas says: "I have heard  
nothing officially about the suggested ocean  
yacht race. I wish I had. Nothing would  
please me better than that after the Cup race,  
whether I won or lost, there should be an ocean  
race between the two *Shetland*, *Competition*,  
*Columbia*, and *Independence*. There could not  
be a better test of stability and seamanship. I  
would like a good prize to be offered for the  
winner of the race." Sir Thomas added that  
he had not decided yet whether *Shetland* I.  
should go across the Atlantic.

Major Ross, with Dr. Logan Taylor as his  
assistant, sailed from Liverpool on the 15th  
ult. for Freetown, the capital of Sierra Leone,  
where they will begin the work of exter-  
minating mosquitoes, with the view of stamp-  
ing out malarial fever. Major Ross's method  
is to place paraffin in pools of stagnant water,  
which are the mosquitoes' breeding place. The  
oil spreads over the surface of the water and  
stifles the larvae when they come to the surface  
to breathe. Dr. Taylor will work in the  
vicinity of Freetown, and Major Ross will  
go along the coast, arranging for the exten-  
sion of the work. The funds for the expedition  
have been almost exclusively provided by Liver-  
pool people and firms engaged in West African  
trading. One Glasgow man gave £1,000.

The delay of the cruiser *Cressy* at Portsmouth  
owing to a breakdown in her steering gear led  
to a curious experiment being made with non-  
inflammable wood. The *Cressy* is the first of  
our warships fitted with this material to hoist  
the pennant. She was commissioned on May  
28, and short as their stay on the ship has been,  
the *Cressy*'s officers find that the chemicals in  
the non-inflammable wood works injury to their  
uniforms, especially the gold lace and more  
expensive parts. The cabin furniture is of the  
same wood, and clothing placed in the drawers  
receives injury. By way of investigating the  
truth of the complaint, the authorities have  
procured two chests of drawers, one made of  
non-inflammable wood, the other of ordinary  
timber. These have been filled with new  
clothing, locked and placed in a room in the  
Admiral Superintendent's office in the dock-  
yard. The Lords of the Admiralty will be  
shown them, but beyond that the drawers and  
their contents will stay in the offices for a certain  
length of time; then they are to be opened, and  
a careful examination made of their contents.

There are a number of changes taking place  
in the personnel of the Korean Customs service,  
according to the *Obseki* *Lloyd*. The  
Commissioner at Fusan, M. Laporte, a French-  
man, has been transferred from that port to  
Chemulpo. His successor will be Mr. Osborne,  
an Englishman. Mr. Chalmers goes as Acting  
Commissioner-General to Seoul. The Koreans  
may during the trouble with the Koreans has  
certainly gained the victory. It seems that the  
Commissioner-General, Mr. McLeavy Brown,  
intends to leave Seoul in a very short time on  
long leave, from which he will not return to his  
post in Korea. It is reported that a near  
relation of Sir Robert Hart's will be successor  
to Mr. McLeavy Brown. It cannot be denied  
that he is entitled to a great deal of praise for  
the work he has done in Korea, but on the other  
hand he has made a number of enemies through  
his unending will at the Korean Court in Seoul.  
It now seems that the British are willing to  
comply with the old wish of the Korean Gov-  
ernment by appointing someone else in Mr.  
Brown's place.

From an "unimpeachable source," the  
*Nagasaki Press* learns that General Gribiski,  
the military governor of Blagovestchensk and  
districts, committed suicide a few days ago  
as he was approaching that city on his  
return from St. Petersburg. General Gribiski,  
it will be remembered, was in charge of  
Blagovestchensk in August, 1900, when that  
city was attacked by Chinese hordes from  
Aigun, who from the opposite side of the  
Amur fired on the Russian city. The presence  
in their midst of a large body of peaceable  
Chinese was regarded by the Russians as a  
grave peril, and instructions were asked from  
St. Petersburg. The now historic telegram  
"Fling Chinese across Amur" was wired from  
St. Petersburg, and, during the temporary  
absence of General Gribiski, the message was  
literally interpreted by the Chief of Police,  
whose bloodthirsty Cossacks gathered the  
Chinese together, men, women, and children,  
to the number of nearly 5,000, and literally  
threw them into the water, none of the Chinese  
escaping. General Gribiski was subsequently  
recalled to St. Petersburg to explain matters  
to his Imperial master, and there is reason  
to believe that he was returning to Blago-  
vestchensk in disgrace, and so decided to take  
his own life.

Mr. P. A. Reutens has won the Champion-  
ship of the Singapore Chess Club.

In the All England Lawn Tennis Champion-  
ship final at the beginning of this month, A. W.  
Gore beat the holder, R. F. Doherty.

Six midshipmen and gunners have been  
gazetted as the first recipients of the Conspicu-  
ous Service Cross for services in South Africa.

Only Pius IX, the present Pope, and St.  
Peter are credited with twenty-five years in the  
Roman Pontificate. As a matter of fact, Pius  
Ninco's twenty-fifth year does not strictly begin  
until 1902.

A dramatic 'coup d'etat' took place at  
Kathmandu, Nepal, on the 28th June. The  
recently-installed Prime Minister was made  
prisoner at a school prize-distribution; and his  
brother, the Commander-in-Chief, has been de-  
clared Prime Minister, with the approval of the  
King, the army, and the people. The ex-Minister  
has been sent to an outlying district under a  
guard.

Last Friday, at the British Supreme Court,  
Shanghai, judgment was delivered in the case of  
the Owner of the *Collingrove* v. the Owner of  
the *Skerryvore*. The Court held the *Skerryvore*  
solely to blame for the collision, and entered  
judgment against her bail. The cross petition  
against the *Collingrove* and the *Reckel* was  
dismissed with costs. Except in so far as it  
might be increased by the addition of the costs  
incurred by the *Reckel* there would be one set  
of costs.

At a meeting of the General Committee of  
the China Association in London last month  
the following resolution was unanimously  
passed:—That this Association, having regard  
to the special expression of interest by His  
Majesty's Government, would view with regret  
the cession of the Imperial Chinese Northern  
Railway to Russia, as injurious to British  
interests and prestige as tending to confirm  
and extend over North China the influence  
of a Power which is certain to discriminate  
against British shipping and commerce in  
territories under its control, and trusts that  
the endeavour of the Russian authorities to  
thwart its development by occupying land  
alleged to have been acquired by it on the  
north bank of the Pihho will be firmly resisted.

Various rumours are current in Bangkok  
shipping circles as to coming changes. It is  
stated, says the *Bangkok Times*, that Messrs.  
Jardine, Matheson & Co. are building a fleet of  
ten new vessels to be placed on the Hongkong-  
Bangkok run. Again, Messrs. Bradley & Co.  
are reported to be making additions to their  
fleet. Then two additional vessels are under  
construction for the Norddeutscher Lloyd.  
That Company has also purchased the *s.s.*  
*Maha Vajiravudh* from the East Asiatic Com-  
pany, and the latter is building two vessels  
to replace her. Then again, one M. Potal is  
receiving a subsidy to run a line of French  
steamers between Bangkok and Singapore.  
Lastly, it is stated that one of the Singapore  
Chinese firms engaged in the same trade is put-  
ting on an additional vessel. Altogether there  
would appear to be quite a boom imminent in  
Bangkok shipping.

The following appointments were made last  
month at the Admiralty:—Commander: R.  
Nugent, to the *Pembroke*, to date June 20, and  
to the *Albion*, on commissioning, to date June  
25, and to the *Barfleur* (N.), undated. Lieutenants:  
V. B. Molano (1st and 2nd), A. De K.L.  
May (1), J. Man, W. B. Drury, H. J. Tweedie,  
and H. L. Boyle, to the *Albion*, to date June  
25; E. B. Kiddle, to the *Albion* (N.), undated.  
Midshipmen: H. M. Garrett, W. S. Harcourt,  
R. Wigglesworth, E. J. F. Tisdall, W. U. H.  
Parry-Okeaden, the Hon. E. B. Drummond,  
N. St. J. S. Nicholl-Carac, T. G. Carter, C. W.  
Craven, and R. Crook-Hill, to the *Albion*, to  
date June 25; S. Hopkins, H. P. Wilson, and  
E. B. Ramsay, to the *Albion*, undated. Fleet  
Engineer: H. J. Ranspelling, to the *Albion*, to  
date June 25. Engineers: A. E. Drought and  
A. G. V. Salter, to the *Albion*, to date June  
25. Assistant Engineers: C. Wain, J. K.  
Kirwin, T. E. Hughes, and A. E. E. Rayner,  
to the *Albion*, to date June 25. Captain W.  
W. Hewett, to the *Albion*, to date June 25.  
Commanders: H. W. James, to the *Albion*, to  
date June 25; W. Carey, to the *Algerine*, to  
command, to date June 27. Naval Instructor  
G. V. Haymet, B.A., to the *Cressy*, to date  
June 21.

Sir Henry Roscoe has been elected Vice-  
Chancellor of the University of London for the  
ensuing year. The University proposes to  
establish a special department called the Depart-  
ment of Practical Chinese, the objects of which  
will be:—(1) To provide courses of instruction  
in modern Chinese, organised with a view to  
the needs of: (a) Persons engaged or about to  
engage in business in China as clerks, mer-  
chants, &c.; (b) Officers employed or about to be  
employed in the diplomatic, consular, military,  
and Customs services in or connected with  
China; (c) civil, railway, and mining engineers  
about to be employed in China, and other classes  
to whom a knowledge of colloquial Chinese is  
important. (2) To encourage study and research  
in connection with modern Chinese questions  
and existing Chinese institutions, &c. Mr.  
George Brown, late British Consul at Kin-  
kiang, will be appointed director of the depart-  
ment, and be directly responsible to the Univer-  
sity for its organisation. The courses of  
instruction will be given by Mr. Brown, assisted  
by one or more native Chinese teachers and  
such other persons as it may be desirable to  
appoint from time to time. The University  
will provide suitable accommodation for the  
work of the department at the University  
Buildings, South Kensington. The China  
Association has undertaken to guarantee a sum  
of £500 a year for five years for the expenses  
of the department, and to take steps to raise a  
fund for its permanent endowment.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## GENERAL NEWS.

LONDON, 17th July, 8.50 p.m.

LORD ROSEBERRY AND THE  
LIBERAL PARTY.

Lord Rosebery has addressed a remark-  
able letter to the City Liberal Club. He  
says that the Liberal party's attitude of  
neutrality and an open mind is impossible,  
and spells Liberal impotence. Lord Rose-  
bery does not believe that differences will  
cease in the party's ranks when the South  
African War is over, the severance between  
the sections being sincere and fundamental,  
based on an incurable antagonism of prin-  
ciples regarding the policy of the Empire at  
large.

## PRESS CRITICISMS.

The *Daily News* declares Lord Rosebery's  
letter to be a deliberate and mischievous  
effort to prevent the reunion of the party.  
The *Times* urges Lord Rosebery to work, as  
the only hope of the Liberal future, instead  
of merely discouraging.

## LORD ROSEBERRY AND POLITICS.

Lord Rosebery declares that he will never  
voluntarily return to the political arena.

THE NEW RUSSIAN MINISTER AT  
PEKING—A CALM STATEMENT.

The *Norva Fremde* regards M. Lessar's  
appointment as Russian Minister to Peking  
as a guarantee that China will maintain  
friendly relations with the Powers. His  
advice will be of great value when Russia  
decides to bring the Central Asian Railway  
into direct communication with Peking, via  
Chinese Turkestan.

## REUTER'S SERVICE.

LONDON 16th July.

## RAILWAYS FOR CHINA.

The correspondent of the *Standard* at  
Brussels states that a syndicate of Belgian,  
French, and Russian capitalists is being formed  
for the purpose of constructing railways in  
China. The capital of the syndicate will be  
one thousand million francs.

LONDON, 16th July.

## INDIAN FINANCE.

An Indian loan of three millions sterling  
has been withdrawn, the applications being  
inadequate. This result is attributed to the  
tightness of money, the depression in Consols,  
and other gilt-edged securities.

## THE TROOPS IN SOUTH AFRICA.

Mr. Brodrick states that reports of the  
withdrawal of troops from South Africa, and  
other changes in the plans, are wholly inaccurate.  
He is not in a position to make a statement.

## LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of India* arrived  
at Vancouver on the 16th inst., at 9 p.m.  
The N.Y.K. steamer *Kanagawa Maru* (Euro-  
pean Line) left Kobe via Moji for this port  
on the 17th inst., and is expected to arrive  
here on the 24th inst.  
The N.Y.K. steamer *Yamato Maru* (Austra-  
lian Line) left Kobe via Moji and Nagasaki for  
this port on the 17th inst., p.m., and is expected  
to arrive here on the 23rd inst.

A correspondent writes to the *Financial News*  
on the subject of Japanese finances. "The  
country, he intimates, possesses a raging Japa-  
nese war party held in check by a cool-headed  
Administration. He concludes by stating:—  
The inferences to be drawn from the rather  
perplexing conditions now prevailing in the  
Far East are, firstly, that no guarantee exists  
that the peace of the world may not be broken  
again at short notice should Russia persist in  
her policy of aggression in North China and  
Corea—for Japan is fully alive to the trend of  
Moscow policy; but that, secondly, however  
severely the economic strain may be felt at  
Tokyo, there is a steady resolve on the part  
of the Government not to be betrayed into the  
adoption of a system of financial jugglery which  
would, in the end, recoil upon its members, and  
prejudice to a serious extent the future of the  
Empire. To beware the entrance to a quarrel,  
but, being in, to bear themselves in a way that  
the opponent may, in his turn, beware, is ap-  
parently the maxim of the Mikado's Ministers,  
and no one will be disposed to find fault with  
them for cutting down unproductive expen-  
diture, in a time of real anxiety, the better to be  
able to take their own part in a struggle for  
commercial and industrial supremacy, and in  
the actual hostilities which may be forced upon  
them by the ardour with which that struggle  
must needs be prosecuted. They know what  
they want, and they seem to be gifted with  
clear perceptions of the wisest course to pursue  
towards its attainment."



## SUPREME COURT.

Thursday, 19th July.

## IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (Acting Chief Justice).

There were only three cases on the calendar—Lo Shing, robbery by two or more persons; Lo Yow Hoi alias Tai Li, uttering a forged bill; Ho Kwai, (1) robbing and wounding; (2) wounding.

**SPECIAL SESSIONS TO BE HELD.**  
The Hon. H. E. Pollock, K.C., Acting Attorney-General, before the commencement of the Sessions, asked His Lordship to fix a day for the hearing of two cases pending at the Police Court under the Forgery Ordinance. One of the witnesses was a man holding an official position in the Namtso district of China. He was now in the colony, and if he went away it would be difficult to get him down here again, as he would be outside the jurisdiction of the Court.

His Lordship fixed Monday for the Special Sessions, subject to the cases on the calendar being finished.

**ROBBERY AND WOUNDING.**  
Ho Kwai was charged (1) with wounding one Lau On on the 10th May and robbing him of \$5.20, and (2) with wounding Lau On on the same date.

A plea of not guilty was tendered by the defendant.

The following jury was empanelled: Messrs. D. P. J. Leves, F. K. de Rozario, F. Gearing, F. G. Chubbett, W. S. Bailey, J. L. Andrew, and R. L. Kishin.

The Acting Attorney-General, in detailing the circumstances of the case, said that on the 10th May the prosecutor, a flower-gardener out of employment, went to the Sui Kie opium diwan, situated in a side lane off Queen's Road West. After smoking some opium he left the diwan and went out into the lane. Here he met two men, one of whom ran up and put his arm round the prosecutor, while the other man, who was known to the prosecutor by sight and who was the prisoner in the dock, put his hand into the prosecutor's pocket and pulled out a package containing \$5.20. The prosecutor tried to snatch the package from the prisoner, whom he caught by the grove. The prisoner thereupon stabbed the prosecutor in the hip, inflicting a rather serious injury. The prosecutor fell to the ground, and his two assailants ran away. Recovering slightly, the injured man got into a ricksha and drove to No. 7 D. Station, where he made a report.

The evidence of the opium diwan keeper would show that the prisoner and the other man were in the diwan on the same night as the prosecutor, and that they left together. The story told by the prisoner at the Police Court in answer to the charge was that he and the prosecutor had to go out together "to make money." On the night in question the prisoner alleged that the prosecutor quarrelled with him in the opium diwan about some money. They went down into the street together, and the prosecutor then asked the prisoner for two dollars. This prisoner had no money, and, according to his story, was there and then assaulted by the prosecutor. The prisoner picked up a piece of wood to defend himself, and struck the prosecutor with it, not knowing there was a nail in the wood.

His Lordship then led Dr. Bell's statement to the effect that the wound on the prosecutor's hip was a jagged one four inches deep and from a half to three-quarters of an inch broad at the surface. The wound had been inflicted by a sharp instrument like a penknife.

The prisoner's defence was similar to that which he made at the Police Court. The prosecutor was a thief, and had tried to get him to steal. When he struck the prosecutor he did not know there was a nail in the wood.

The jury retired to consider their verdict, and returned after an absence of five minutes. The foreman said they had found the prisoner not guilty on the first count and guilty on the second, adding a rider to the effect that he had acted under provocation, and did not mean to inflict such a severe injury.

In passing sentence of four months' hard labour, His Lordship said it was known that there were previous convictions against the prisoner, but that the Attorney-General did not desire to press them. The fact of their existence was mentioned just to show the jury that he was known.

**LI SHING** pleaded not guilty to a charge of robbery by two or more persons at Kwai Chung on the 7th ult., when four men entered a masked and stole money and property belonging to one Ching Yau, whom they assaulted.

The jury was the same as that in the previous case.

The Acting Attorney-General said the prosecutor was the master of a grocer's shop at Kwai Chung, near Lai-chikok. On the 7th June, in the early morning, he was awakened by a knocking at the door, which, on being opened, he discovered to be four men standing outside. One of the men covered the prosecutor's eyes with his hands, and another put sand into his mouth. Sand was also rubbed on the prosecutor's eyes; he was then blindfolded and bound to the bed. After a time he succeeded in getting the landlady partly from his eyes and saw the four men plundering the masked. They stole money and clothing to the value of between fourteen and fifteen dollars, and made off in their boat. The prosecutor's shouts attracted the notice of a neighbour, who released him from his bonds. The prosecutor then got into a fishing boat and made his way to Tsim-ni, where he reported the robbery to the constable Will. The prisoner was arrested in the street early next morning, and, besides carrying a bundle containing part of the stolen property, was wearing at the time clothes which the prosecutor recognised as his.

Evidence was heard, and the jury unanimously found the prisoner guilty. He was sentenced to seven years' hard labour and twenty birch strokes, to be administered at the discretion of the gaol authorities.

The forged bill case comes on for trial this morning.

A Berlin dispatch states that one of the best-known preachers in Berlin has been dismissed by the Kaiser for preaching long sermons. He was one of the pastors in the Garrison Church. The Kaiser attended this church, and, after listening to a three-quarter-of-an-hour sermon, sent his aide-de-camp to say that the sermon was too long and must be curtailed to a quarter of an hour. On the next Sunday the sermon was no shorter, and His Majesty gave instructions to have the pastor removed to another sphere of activity. Have we the same affliction in Hongkong?

**A HAPPY IDEA** for a trade mark is the word "LEMCO" coined from the initials of Liebig's Extract of Meat Co. Many inferior meat extracts seek to trade on the Liebig Company's 36 years' reputation and they accordingly ask the public to order their extract under the name "LEMCO" in order to ensure obtaining the genuine article.

## ROYAL HONGKONG GOLF CLUB.

## QUARTERLY MEETING.

MACEWEN CUP: HOOZEY CUP: POOL.

Although entries were up to the average, it is to be regretted that very few cards were returned. If members would make a point of always handing their scores in, the handicapping committee's task would be made much simpler.

The winner of the MacEwen Cup in his second round succeeded in breaking the 9 hole record of the course in medal play. The score was made up as follows:—4, 4, 5, 4, 4, 4, 4, 3—36.

**MACEWEN CUP.**  
Mr. C. M. G. Burnie ... 79 3 76  
Capt. R. M. Ramsey, R.N. ... 98 11 87

**HOOZEY CUP.**  
Mr. C. M. G. Burnie ... rec. 2 strokes 5 down  
Capt. R. M. Ramsey, R.N. ... 6 " 8 "

**POOL.**  
Mr. C. M. G. Burnie ... 79 3 76  
Mr. S. S. Sweeting ... 103 18 85

**PROFESSIONAL PAIRS TOURNAMENT.**

During the past month members have been engaged in the above competition, for which 11 couples entered. The winners had a hard struggle in their semi-final round, ending all square with their opponents after being "dormy 2" down. On replaying a few days later they were victorious by 2 up and 1 to play.

**FIRST TIES.**

Mr. H. W. Robertson and Mr. C. W. Dickson (Merchants), Mr. A. B. Rouse and Mr. C. H. P. Hay (Insurance), Mr. H. W. Slade and Mr. R. L. Richardson (Merchants), Mr. W. J. Saunders and Mr. C. M. G. Burnie (Insurance), Major Dorehill, R.A. and Capt. D. Clapham, R.A. (Military), all byes. Mr. E. J. Grist and Mr. J. Haslings (Lawyers) were beaten by Mr. V. A. C. Hawkins and Hon. J. Thurston (Bankers) by 4 up and 3 to play; while Mr. P. A. Cox and Mr. W. G. Worcester (Shipping) only succeeded after a gallant struggle to Major Koe, A.S.C. and Capt. Des Vaux, R.A. (Military) at the 21st hole; the match being thus prolonged by mutual agreement. Mr. T. C. Gray and Mr. P. Rollier (Merchants) scratched to Mr. T. S. Forrest and Mr. A. B. Smith (Merchants).

**SECOND TIES.**  
Major Koe and Capt. Des Vaux defeated Messrs. Hawkins and Thurston by 2 holes after a good fight. Messrs. Forrest and Smith accounted for Messrs. Robertson and Dickson. Messrs. Rouse and Hay beat Messrs. Slade and Richardson. Messrs. Saunders and Burnie disposed of Major Dorehill and Capt. Clapham, in all three cases by 4 up and 3 to play.

**SEMI-FINAL.**  
Messrs. Forrest and Smith conceding Major Koe and Capt. Des Vaux 4 strokes were down 2 down, but eventually succeeded in halving the match, and in playing off the tie a few days later proved victorious by 2 up and 1 to play. Messrs. Saunders and Burnie conceding 8 strokes scored a hollow victory over Messrs. Rouse and Hay by 8 up and 7 to play.

**FINAL.**  
In the final played on Wednesday, the 17th July, Messrs. Forrest and Smith receiving a stroke defeat Messrs. Saunders and Burnie. Obtaining a lead of 3 holes in the first nine, they played steady golf to the finish, eventually winning a well fought match by 3 up and 2 to play.

## POLICE COURT.

Thursday, 18th July.

BEFORE MR. HAZELAND.

DISHONEST HOUSE COOLES.

James Campbell, a seaman, slept at the Seaside Hotel, last night, on Wednesday night. Before going to sleep he put his silver watch and chain under his pillow. When he awoke yesterday morning he forgot to take it with him, and was already aboard his ship before he remembered having left the watch behind. He obtained leave to go ashore again, and reported the matter to the man in charge of the hotel. They both went upstairs to the bedroom, where they found the bed complainant had slept still in the same condition as he left it, but on looking under the pillow for the watch he found it missing. The boys were questioned, but of course knew nothing about the missing watch. Just as complainant was going to send for the police, defendant, who before pretended he knew no English, suddenly said to complainant "I no steal your watch, and wanted to clear out. Complainant stopped him, and after much questioning by No. 1 boy he produced the watch and chain from under a pile of bed clothing where he had hidden away.

He was sentenced to six weeks' hard labour.

**MURDER, NOT BEY.**  
Mr. Haynes, manager of the Hongkong Hotel, charged the sergeant of the hotel watchmen with the theft of meat and bread.

Mr. Leese appeared for the defence. Chinese constable No. 151 told Mr. Reece and the Court that the sergeant gave him three pieces of beef, which had been cooked to make soup, and some bread, which witness gave to him. When they got there, European P.S. 54 stopped them and wanted to know what they had. He showed the meat and beef to the sergeant, and told him where he got it from.

His Worship was about to remand the case, when his attention was drawn to the fact that the meat captured was a shoulder of mutton, and not the cooked soup beef witness spoke about. His Worship said that as the mutton stolen could not be the soup beef of witness' story, he had no alternative but to dismiss the charge.

Lunging 151, who gave evidence in the above case leading to the discharge of the accused, was in turn charged with the theft of three pounds of mutton and a loaf of bread from the Hongkong Hotel. His case has been remanded for hearing until a later date, and defendant released on \$25 bail.

**A QUESTION OF PAYING WAGES.**

M. A. Cunha, a clerk, charged a coolie with disorderly conduct.

Complainant said he found defendant inside his house; when asked what he wanted, he said money. He was a house coolie formerly, and had swaggers due him, but complainant refused to pay him as the work performed by defendant had not been satisfactory. He told defendant to get out of the house, and gave him a push. Defendant then picked up a stone

## BRITISH NORTH BORNEO.

The trade returns of British North Borneo give the following results:—  
Imports. Exports.  
1900 \$3,178,329.29 \$3,335,621.59  
1899 " 2,456,993.96 3,439,569.33  
Increase, \$721,335.33 Decrease, \$102,938.94

The improvements going on in the territory resulted in a large increase in the importation of materials for telegraphs and railways. In exports there were heavy increases under the heads of gutta percha and timber. Several important export staples show a falling off this year in the official customs report.

The decrease in catch is regrettable owing no doubt to the fluctuation of "home" prices. The decrease in copra is also regrettable, but it cannot mean that the tin command has worked out as all other jungle products have substantial increases. Coffee, as in many other adjacent countries, seems to have seen its days. It is to be hoped for the sake of those now engaged in this production that good times may again come round. The collection of seed pearls seems to have fallen off considerably. Treating the exports generally, it may be said that the decrease is mainly due to an agricultural product (cattle) that is most liable to fluctuation.

**GUNNERY ON THE "TERRIBLE."**

The cruiser *Terrible* completed her prize-firing on Thursday last, having made 101 hits in 128 rounds with her 6-inch quick-firing guns, or a score of 82.2 per cent, which is a record for this calibre of gun, says the *North Borneo Free Press*. When in command of the cruiser *Scylla* Captain Percy Scott astonished the gunnery world with a score of 89 per cent, but the *Scylla* has six 4.7-inch guns, the best hitting weapon, and only two 6-inch guns. Later, when he went to China in the *Terrible*, that ship made the best target practice on record, and now she has beaten her own performance of last year. Indifferent gunnery has invariably been ascribed to want of sufficient practice by the gunners, but the experience of the *Scylla* and the *Terrible* does not support this suggestion. These two ships stand out prominently because they have produced phenomenal results. Why? The answer is an open secret. The *Terrible* is not the best shooting ship in the service because she has the best guns or the steadiest platform, nor because her gunners were specially selected. The explanation is to be found in the recognition of the fact that if the guns cannot hit the target both ship and guns are tinkling cymbals, signifying nothing.

By a coincidence the day after the news of the *Terrible's* successful performance reached England Commander J. E. Drummond, the gunnery lieutenant of the ship, presented out of the ship for services in South Africa and China, arrived in this country. It will be remembered that in the final attack on Pieter's Hill, which opened the way to Ladysmith, General Buller asked for heavier artillery and a 6-inch 7-ton quick-firing gun was landed from the *Terrible*, and on a Scott mounting, was sent to the front under Lieut. Drummond. This was the heaviest piece of ordnance used in South Africa, and the way in which Lieut. Drummond and his men handled it evoked special mention of the officer, who has since been promoted, in General Buller's despatches, for the heavy battery which it pointed into the enemy's camp was an important factor in the attack. When news of the disturbance in North China reached Hongkong steps were taken on board the *Terrible* to mount 12-pounder guns, and on the arrival of the ship at Taku these guns were at once taken by Lieut. Drummond to Tientsin, where there is no doubt they materially assisted in saving the garrison. Later on Lieut. Drummond was the only officer who took guns of this calibre to Peking.

Commander Drummond, to give him his present title, has added greatly to his reputation as a brilliant gunner, and the gunnery lieutenant of the *Terrible* to its present high state of efficiency, and there is reason to believe that even if he had not served in the field with such conspicuous gallantry, the devotion he has shown to his special branch of the service in producing the best shooting results of the world would have won for him his promotion. Only 27 years of age, Commander Drummond has the unique distinction of having within one year taken naval guns to Ladysmith and Peking, and having on both occasions played a leading part in the conquest of difficult positions. To these achievements must be added the fact that he is a corps d'élite of naval gunners, who cannot easily be beaten. He has used his opportunities wisely and well, and he has only now to live to become eventually an admiral of the fleet.

**MRS. BOTHA'S INTERVIEW WITH EX-PRESIDENT KRUGER.**

The following account of the interview between Mrs. Botha and ex-President Kruger was telegraphed on the 17th ult. by the Amsterdam correspondent of the *Express*:—

When Mrs. Botha came into the presence of Oom Paul, one of the very first inquiries the latter made was, "How is Mrs. Kruger?" Upon being set at rest on that score, for Mrs. Botha told him that his wife was all right and well looked after by the British authorities, he said he was prepared to hear her story. This she told him in her own way, Kruger refraining from interruptions. As she got on with the story of the Boer condition, as told to her by her husband, she became so overcome by her emotions that she burst into tears, and was obliged temporarily to stop the narrative. She has convinced Mr. Kruger that the Boer cause is as good as played out. Her story has given him a more accurate account of the actual condition of things than he ever had before, because his entourage have carefully kept back facts from him which were detrimental to the Boer cause, and magnified others which were in their favour.

At one point in Mrs. Botha's story where she touched on the miseries which the Boer women and children following the commandos suffer, her voice shook with emotion, and then a tear stole down Mr. Kruger's cheek.

When she left he shook her hand heartily, and thanked her again and again for what she had done.

## BRITISH INTERESTS IN CHINA.

DEPUTATION TO THE FOREIGN OFFICE.

A deputation of representatives of the Association of Chambers of Commerce of the United Kingdom attended at the Foreign Office on the 11th ult., for the purpose of laying their views in the matter of British commercial interests in China before the Secretary of State for Foreign Affairs. Lord Lansdowne was, however, unable to receive the deputation owing to illness, and his place was taken by Lord Cranborne, Under-Secretary for Foreign Affairs, who was accompanied by the Hon. F. B. Bartie, Assistant Under-Secretary, and Mr. F. A. Campbell, head of the China Department of the Foreign Office. Mr. W. H. Holland, M.P., introduced the deputation, which included Mr. Joseph Walton, M.P., Mr. Parry-Harrison, M.P., Mr. Briggs, M.P., Colonel Pilkington, P. Mr. Emmott, M.P., Sir John Colomb, M.P., Sir W. Brampton Gordon, M.P., Mr. Webb, M.P., Sir J. Leese, M.P., Mr. Charles McArthur, M.P., Mr. Henry Norman, M.P., Sir A. Hayter, M.P., Mr. Harcourt, M.P., and the following members of the Chamber:—Sir E. H. Carbutt, Mr. J. W. Smithies, Mr. J. G. Grotton, Mr. Hancock, Mr. Stichel, Mr. Firth (Halifax), and Mr. E. Brittain (Sheffield).

Mr. HOLLAND, M.P., in introducing the deputation, expressed their regret that the illness of Lord Lansdowne had prevented his receiving them. The deputation desired to present to the Foreign Office the resolution which was passed by the Association of Chambers of Commerce last March as to the necessity of safeguarding the commercial relations with China. Happily, on the China question, both political parties were agreed, and equally interested in maintaining the volume and prosperity of our China trade. The speakers who would introduce represented both political parties, for they were all agreed that in the presence of the vast issues at stake, party considerations had no place. That there were enormous possibilities for the China market was admitted on all sides. Those who understood the market best were most emphatic in declaring it incapable of being exaggerated, and considerable as was their past trade with China, they had only touched the fringe of that trade. They firmly believed that the prosperity of our trade for the next generation, and perhaps for many generations, was in the hands of the Foreign Office in the hands of the Foreign Secretary, and of His Lordship, representing the Foreign Office in the House of Commons, ten degrees removed from the place. They considered, if there were any doubt as to the value of the questions, it would all be in years to come, whilst vigilance would cause prosperity in the future. (Hear, hear.) He gladly acknowledged that the speech of the Marquis of Lansdowne in the House of Lords, on May 21, showed that the Foreign Office was not unmindful of the interests of British trade in China. Their policy should be one of wisdom and continuity; of unimpaired trade and intercourse; and they should look to that policy was carried out, and that no single Power should obtain an undue share of the business of the Government. They had no desire to embarrass the Government in their already delicate task. In protection to the difficulties of the task would be the result of its successful accomplishment. He hoped they would not awake some morning and find themselves in a worse position than they were at present. (Hear, hear.)

Mr. JOSEPH WALTON, M.P., said he had had the honour of moving the resolution at the recent meeting of the Associated Chambers of Commerce in reference to the importance of safeguarding British commercial interests in China. The importance of the China trade was shown by the fact that out of a total foreign trade done by China of 70,000,000, the British Empire was no less than 43,000,000 sterling. The foreign trade of China was capable of almost unlimited expansion; and if it was developed in the next 30 years to the same extent as in the past years by Japan, it would mean an increase of 200,000,000 sterling a year. During the last two years of great commercial prosperity the necessity of preserving their just rights and privileges had not been so fully realised as it was likely to be during the cycle of commercial depression with which they would soon be faced to face. They would then have brought home to them the absolute necessity of safeguarding and upholding the right right to trade throughout the great Chinese Empire, with its 400,000,000 of people. He believed there never was a question at which national political parties were more fully agreed than upon the policy which ought to be pursued in regard to China, namely, that it should be directed towards preserving China for the Chinese and an equal opportunity for all nations to trade there. That has over and over again been affirmed as the policy of the Government, but the question was how far that policy was being successfully carried out. There was little doubt that the uprising on the part of the Chinese people to expel foreign intruders was due mainly to the unjustifiable aggressions of foreign Powers on Chinese territory, and secondly to the conclusion by foreign Powers of agreements behind the back of the Chinese Government dealing with large portions of the Chinese Empire. There was the Anglo-Russian Agreement entered into, which conceded to Russia exclusive rights of railway construction north of the Great Wall of China, whilst she conceded to similar rights in the Yangtze region. Then came the Anglo-German understanding, which was to the effect that we accorded to Germany preferential rights as regarded railway construction in the great province of Shanung and the valley of Hoang-Hai, whilst we received similar rights in the Yangtze region. The agreement, however, seemed to be nullified by the Anglo-German Agreement, which, whilst it confirmed to Russia and Germany the preferential rights which had been referred to, cancelled the preferential rights accorded to us in the Yangtze region and admitted Russia, Germany, and other Powers to equal privileges with ourselves in the matter of railway enterprises in that region. If the object—the preservation of the integrity of China and an equal opportunity to trade there on the part of all nations—had been secured, it would have been a step in the right direction; but in view of the statement of the German Government, that they did not regard it as conforming to the spirit of the agreement, it became practically valueless as ensuring the open door to the Chinese Empire. He might say British commercial men regard the setting up of a better Government and administration in China as the only foundation upon which the rapid development of that country can proceed. To restore peace and tranquillity to China, it was earnestly to be hoped that the raiding expeditions which the Germans appear so wishful to undertake will be discouraged by His Majesty's Government, and that their efforts will be directed to facilitating the return of the Chinese Government as speedily as possible to Peking in order that the country may be replaced under Chinese rule and the foreign troops withdrawn. He (Mr. Walton) expressed the hope that the influence of the Government would be used to secure for the Chinese the right to manufacture and import arms, and to create such military forces as might be necessary to prevent their

being at the mercy of foreign aggressors. They were glad to know that the Government desired to limit the amount of the money indemnity, believing that the compensation should be largely sought in increased facilities for trade. He suggested that the commercial treaties should be re-arranged, and in case of a substantial increase of duty beyond 5 per cent, being agreed to, it should be on the conditions:—

(1) That all *lekis* be absolutely abolished.  
(2) That a proportion should be handed over to the Provincial Exchequer to make good their loss of revenue by the abolition of *lekis*.  
(3) That a further sum should be allocated for the adequate payment of Chinese officials, in order to prevent the necessity for their appropriation of revenues passing through their hands.

(4) The complete opening of the inland waterways of China to foreign trade.  
(5) The allocation of a certain portion of the increased revenue to be supplied by International Conservancy Boards in removing obstructions to navigation in the great internal waterways of China and the deepening of the Taku and Weiming bars.

(6) That the same import duties shall be charged on goods passed over the land frontiers of China as are from time to time charged on imports by sea.

The next question was the question of the railway concessions. Of the concessions granted for the construction by British subjects of railways to the extent of 280 miles, no single concession had been finally ratified or the work of construction begun; whilst, on the other hand, Russia, Germany, Belgium and France were even in the midst of the present crisis, busily engaged in occupying China by railway. It was stipulated that the whole of the material and rolling-stock in connection with these railways should be drawn from the countries of the respective concessionaires, to the entire exclusion of British producers and manufacturers. Having regard to the fact that this country opened China to trade, and fought at least two wars to maintain her trade rights, that condition of affairs was very unsatisfactory. There was no question that the investors had confidence in Chinese railway enterprises, as could be judged by the fact that when the loan of £2,327,000 for the Northern Chinese Railway was put on the market it was less than £12,000,000 sterling was subscribed by the public. At the present moment Russia remained in possession of that portion of the Chinese railway north of Newchwang, the line from Shanghai to Newchwang, although on no ground of military exigency could the retention of the railway be deemed necessary. In addition to this, the railway was owned by a large tract of land stretching for two miles along the bank of the river at Tientsin, part of which is undoubtedly the property of the Northern Chinese Railway Company, is another disquieting incident. The British commercial community look to His Majesty's Government to see that British holders have received to them the property to which they are entitled as security for a loan advanced with the special knowledge and sanction of the British Foreign Office. The Peking-Tientsin is very narrow, the British Settlement there (which is on Crown land) is on the opposite bank to the land demanded by Russia, and the whole width of the river is already fully occupied by shipping arriving and departing from the wharves on the British Settlement. A very serious interference with our trade would therefore result if Russia created shipping facilities on the land referred to. In contrast to the enterprise and courage of Russia, the British Government has shown itself so little alive to the commercial interests of the Empire that the railway from British Burma to the Upper Yangtze—comparatively short in length, and which has been shown by recent surveys to be perfectly practicable—has not only not been undertaken, but has been absolutely discouraged by our Foreign Office. We ought also to secure equal rights with all other nations for the carriage of our goods over railways laid down by Russia and other foreign Powers. His Majesty's Government had, he understood, explicit assurances from Russia both in regard to the railway matters and in regard to Newchwang, that these occupations are only temporary. It would appear, however, that there is no reason why Newchwang should not be restored to its original position as regards both civil and military administration without further delay. He went on to speak of the efforts put forward by the French to acquire a predominant influence in Yunnan and Szechuen. They showed strong opposition to the opening of Nanking as a treaty-port, and to the granting of a concession to the Chinese Government to Great Britain for the construction of a railway from British Burma to the Upper Yangtze; whilst they have insisted upon a concession for a railway from Taku through Yunnan to the Upper Yangtze, and are proceeding with its construction. The French were also actively seeking to gain an influence in the provinces of Kwangsi and Kwangtung, though the latter was the hinterland of Hongkong. The question of safeguarding and upholding British commercial interests in Southern China was a matter of the highest importance, and in view of the fact that whereas in 1857 the value of the imports to Tonkin came from England, Germany, and Switzerland, owing to duties put on in favour of France, and ranging up to 50 per cent, three-fourths of the imports now came from France, and only one-fourth from the rest of the world, it was clear that France had practically destroyed our French Indo-China trade. Another important question was the urgent need of having our Consular Service system entirely remodelled. As the result of his travels in the Far East he was bound to the public interest to say that whereas he found the American, German, Japanese, and other Consuls devoted their attention mainly to pushing the commercial interests of their respective countries, our Consuls for the most part seemed to regard their diplomatic and judicial functions as of the first importance, and our commercial interests quite secondary; whereas the latter should be the principal object kept in view. If British traders were not to be placed at a disadvantage as compared with their foreign competitors. Especially did it appear to be necessary that Oriental institutions should on a large scale be immediately provided, where those desirous of entering our Diplomatic and Consular Service could be thoroughly taught the Chinese, Japanese, Persian, and Oriental languages.

Mr. J. THOMPSON (Manchester) pointed out that the entire China trade in 1819 was 70,000,000, of which not less than 43,000,000 belonged to England. Manchester showed very largely in that trade, as in 1839 they sold 500,000,000 yards of cloth and 26,000 bales of yarn which was manufactured in the district. In addition to this there was a considerable trade between China and Bombay. Large as these figures were, they were not what might be expected looking at the wealth and population of China. The people generally fully concurred in the opinion of the Government, that it was desirable to keep down the amount of the indemnity. He hoped, when the revision took place, that the charge would be made a specific charge and not an *ad valorem* duty, as *ad valorem* duties were open to many objections. The

(Continued on page 5.)

## EVERYBODY

WHO

KNOWS

ANYTHING

SAYS

THAT

## CLUB

WHISKY

IS

THE

BEST.

\$12 PER DOZ.

## H. PRICE &amp; CO.

Hongkong, 1st July, 1901.

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## PIANO TUNING.

IF you VALUE your PIANO at all, you should have it TUNED REGULARLY by CONTRACT, and by EXPERIENCED and TRAINED MEN ONLY, who are employed by us.

## ROBINSON PIANO CO., LD.

Hongkong, 16th July, 1901.

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## RUINART PERE &amp; FILS, REIMS

Established 1719.  
CHAMPAGNE GROWERS AND SHIPPERS.  
Ship only the Finest Quality Extra Dry (Green Seal) LAUTE, WEGENER & CO., Sole Agents.  
Hongkong, 17th May 1895. [271]

## CARBOLINEUM-AVENARIUS.

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & CO., Hongkong, 31st August, 1897. [372]

## YEE SANG &amp; CO.

COAL MERCHANTS, have always on hand LARGEST STOCKS OF EVERY DESCRIPTION OF COAL. Address—Care of Messrs. KWONG SANG & CO. No. 144, DES VŒUX ROAD. [883]

## NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "TIENTSIN" FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be noted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—From London, &c., ex *s.s. Egypt* and *Cybele*. Goods not cleared by the 23rd instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 17th July, 1901. [1]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "BANCA" FROM ANTWERP, LONDON, RORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be noted out Mark by Mark, and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY. Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.















# OCEAN STEAMSHIP COMPANY.

| OUTWARDS.             |             |                   |
|-----------------------|-------------|-------------------|
| FROM                  | STEAMERS    | DUE               |
| GLASGOW and LIVERPOOL | "STENTOR"   | On 23rd July.     |
| GLASGOW and LIVERPOOL | "IDOMENEUS" | On 7th August.    |
| GLASGOW and LIVERPOOL | "ORREUS"    | On 13th August.   |
| GLASGOW and LIVERPOOL | "AJAX"      | On 20th August.   |
| GLASGOW and LIVERPOOL | "TYDEUS"    | On 26th August.   |
| GLASGOW and LIVERPOOL | "PYRRHUS"   | On 4th September. |

| HOMEWARDS.       |             |                   |
|------------------|-------------|-------------------|
| FOR              | STEAMERS    | TO SAIL           |
| LONDON           | "ALCINOUS"  | On 23rd July.     |
| LONDON           | "DEUCALION" | On 6th August.    |
| LONDON           | "PELEUS"    | On 20th August.   |
| LONDON           | "STENTOR"   | On 3rd September. |
| LIVERPOOL DIRECT | "PATROCLOS" | On 15th August.   |

(Taking Cargo at London Rates)  
For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.

Hongkong, 17th July, 1901.

## CHINA NAVIGATION CO., LIMITED.

| FOR             | STEAMERS    | TO SAIL       |
|-----------------|-------------|---------------|
| SHANGHAI        | "CHINKIANG" | On 19th July. |
| TIENSIN         | "NANCHANG"  | On 22nd July. |
| ILIOLO and CEBU | "KASHING"   | On 24th July. |
| MANILA          | "TSINAN"    | On 24th July. |

\* The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 5th July, 1901.

### THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 21st inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th July, 1901.

### AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"MELPOMENE,"

Captain Matcovich, will leave for the above place on TUESDAY, the 23rd inst., at 4 p.m.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 17th July, 1901.

### AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"FRANZ FERDINAND,"

Captain Martinovich, will leave for the above place on TUESDAY, the 23rd inst., at 5 p.m.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 17th July, 1901.

### THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Sudaaki, will be despatched for the above ports on WEDNESDAY, the 24th inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th July, 1901.

### EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched for the above ports on WEDNESDAY, the 24th July, at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c. &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Surgeon and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 1st July, 1901.

### THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atami, will be despatched for the above ports on WEDNESDAY, the 31st July, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th July, 1901.

## VESSELS ON THE BERTH.

## U. S. MAIL LINES.

### PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

### PROPOSED SAILINGS FROM HONGKONG.

|                  |                               |
|------------------|-------------------------------|
| "GAELIC"         | TUESDAY, 23rd July, at Noon.  |
| "CHINA"          | TUESDAY, 30th Aug., at Noon.  |
| "DORIC"          | THURSDAY, 15th Aug., at Noon. |
| "PERU"           | SATURDAY, 31st Aug., at Noon. |
| "COPTIC"         | TUESDAY, 10th Sept., at Noon. |
| "CITY OF PEKING" | TUESDAY, 24th Sept., at Noon. |

THE O. & O. S. S. Co.'s Steamship "GAELIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 23rd July, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 15th July, 1901.

### TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

having established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction

with the

GREAT NORTHERN RAILWAY LINES

of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship

"KINTUCK,"

Sails from Seattle about the 19th of July.

Sails from Seattle about the 21st of July.

"HYSON."

Sails from Seattle about the 14th of August.

Sails from Seattle about the 24th of August.

"YANGTSE."

Sails from Seattle about the 27th of Sept.

and will be followed by the Company's regular sailings.

For further particulars, apply to

THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York.

To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits.

FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to

GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO., Agents.

Hongkong, 18th July, 1901.

### REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON" About 1st Aug.

"HEATHBURN" About 15th Aug.

"JUPITER" "

"SATSUMA" "

"RICHMOND CASTLE" "

For Freight and further information, apply to

DODWELL & CO., LD., Agents.

Hongkong, 8th July, 1901.

### SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"

Captain Williamson, will be despatched for the above port on or about 15th August, and will be followed by the Steamship

"ATAKA" on or about 15th September.

For Freight, apply to

SHEWAN TOMES & CO., Agents.

Hongkong, 8th July, 1901.

## VESSELS ON THE BERTH.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On or about 15th Sept.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOI, KOBE and YOKOHAMA on or about 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th July, 1901.

### HONGKONG.

STEAMERS.

Ariston, Austrian str., 2,208, Scopinich, July 17.

B. M. Kaisha

Arratoon Apcar, Brit. str., 2,870, Foy, July 15.

David Sassoon, Sons & Co.

Bineh, British steamer, 800, Martin, July 17.

P. & O. S. S. Co.

Chinkiang, British str., 1,240, Stringer, July 18.

Butterfield & Swire

Chowia, German str., 1,155, Masing, July 12.

Butterfield & Swire

Clara, German steamer, 675, Hansen, July 18.

Jensen & Co.

Conch, British steamer, 1,314, Abbott, July 18.

Arnold, Karberg & Co.

Coromandel, British str., 2,783, Vibert, July 18.

P. & O. S. S. Co.

Gaelic, British steamer, 2,691, Finch, July 13.

P. & O. S. S. Co.

Guthrie, British str., 2,500, McArthur, July 16.

Gibb, Livingston & Co.

Halloung, British str., 783, Bathurst, July 18.

Jardine, Matheson & Co.

Heinrich, French str., 509, Morlees, July 14.

A. R. Marty

Kagoshima Maru, Jap. str., 4,300, Kori, July 18.

Nippon Yusen Kaisha

Kasuga Maru, Jap. str., 2,368, Fraser, July 16.

Nippon Yusen Kaisha

Kutsang, British str., 1,495, Selby, July 16.

Jardine, Matheson & Co.

Loisang, British str., 2,224, Payne, July 18.

Jardine, Matheson & Co.

Lombard, British str., 1,658, Raiser, July 8.

Dodwell & Co., Ltd.

Leongmoon, Ger. str., 1,245, Schmidt, July 15.

Siemens & Co.

Maeduff, British str., 1,882, Clegg, July 15.

Dodwell & Co., Limited

Munchen, German str., 4,691, Krebs, May 28.

Molchers & Co.

Nanahan, British str., 1,299, Jones, June 27.

Bradley & Co.

Oak Branch, British str., 2,064, Schell, June 12.

Dodwell & Co., Limited

Pharmag, German str., 1,200, Calder, July 17.

Molchers & Co.

St. Irene, British str., 2,474, Clements, July 8.

Orie

Sandakan, German str., 1,374, Schuer, July 17.

Molchers & Co.

Simongan, Dutch str., 1,818, Sandman, April 18.

Chinese

Sishan, British str., 832, H. Holton, July 9.

Bradley & Co.

Sithon, German str., 4,232, Barmeister, July 18.

Hamburg-Amerika Linie

Sungking, British str., 1,021, Moore, July 6.

Butterfield & Swire

Taiwan, Amr. str., 1,216, Patterson, July 14.

Chinese

Tientsin, British str., 2,835, Cooke, July 17.

P. & O. S. S. Co.

Whampoa, British str., 1,109, Laver, July 11.

Butterfield & Swire

Y. Sonau, Amr. str., 535, Gortirolo, July 13.

Orie

Yuenang, British str., 1,128, Rolfe, July 15.

Jardine, Matheson & Co.

NAILING V



